The Thoughts of a Man Working Fourteen Hours Every Day for \$1.90.

From the New York Times. "Do I feel cold?" said the driver on the front ulster, and, gathering up the reins in his lett as he can, and keep the rest. It astonishes hand bestowed with his right an emphatic undercut upon his horses. "Well, I should smile. If you want to get an iflea of what real cold is If you want to get an idea of what real cold is, gers, and doesn't take any money out of their just hire yourself out to drive a street car in win- pockets. Driving a night car on the Bowery is stand the climate. I should select them from the drivers on the sorface roads. A man who can stand front platform, and then I must ring for the this sort of service can stand any thing." At this point a blast came roaring up the avenue, actually making the horses stagger and bringing wheels. Sometimes they are obstreperous and the car almost to a stand-still. The Times re- even dangerous. Drunken women are the worst. toe, and with only his face exposed, which and a slash of the whip were off again.

looked about the color of raw beef, stood like his shoes off and wanted to put them on the Ajax, defying the elements, and screwing the break around with one hand, yelled to the he wanted to go to bed in the ear. But here horses to proceed. They, poor animals, strug- you are, sir, the City Hall-whoa!" gled over the slippery cobble-stones in their efforts to start the car, and with a final "git up" "Feels pretty cold, dont it?" said the driver. "I see you stamp your feet and put your hands in your pockets. By the time we reach the eavnin'?" asked the president as he arose and City Hall you will be pretty well frozen out and glad to get near a stove to warm yourself. But I have to do this all day long; stand out here and face the wind and sieet until my bands are frozen so stiff I can't feel the reins, and my nose has no more feeling in it than an icicle. Fourteen hours a day is my working time; at helfpast six in the morning I go on, and don't get off until half-past eight at night, and sometimes later, after the ear is washed out and everything a broad grin as he stood at the desk. attended to. Don't give a felier much chance to see his family, does it? How much do you his most soletan tones, "I was in de back room think we make? A dollar and ninety cents a day; or a little more for the long routes to Harlem. That is the best we can possibly do. 27 1-7 cents a trip. If the cars are blocked and of buckwheat flour, and to remark dat your ole we don't make so many trips it is so much off our pay. Just think of having to support a wife and children on \$1.90 a day. Not much left for Christmas presents and the amnsements we sometimes need for ourselves and the little ones. Most of us work on Sundays, for poor people can't afford to rest on the Sabbath in a great city like this. Sometimes, when I have a Sunday off, I go to church, and take Sailie and the children. It seems respectable, somehow, to go; and then the min-Ister gets up and talks about the gratitude we ought to feel to God for all the blessings He gives us, and how thankful we ought to be that we live through his mercy. It may be very frue as far as he is concerned, but I often think and I don't mean to be ungrateful or irreverentthat most people in this world have very little to be thankful for, and very little reason to thank God for life at all. Nine-tenths of the people in New York find scarcely a moment es me and for life, while every morsel I eat I earn with my toil and even suffering There may be a providence for the rich man, but every poor man must be his own providence. As for the value of life, it depends upon the you: enjoyment one isable to get from it. The fact is we poor people don't live for ourselves at all; we live for other people. I often wonder if the rich man, who owns great blocks of stock in the road and reckons his wealth by millions, does not sometimes think, as he sits at his well-filled table and looks at the happy

lankets for the winter. "People can get used to anything, I suppose," continued the philosophic Automedon, "and we get so used to the cold after a while that we don't mind it much. They used to let us sit down, but a couple of winters ago a man was frozen to death. The car came into the depot. and the driver was found on his stool stiff and stark, with one hand on the brake and the reins grasped tightly in the other. He had dozed off and he never woke up. Lucky man. The worst place he could go to was warm, at least, though Pre heard the Esquimaux think hell is a cold place. Anyway, he never was obliged to drive a car death. They say it's a very pleasant death to die, and I believe it, for more than once I've felt myself dozing off and becoming insensible to the cold. But I roused myself and stamped to keep myself awake, for I thought of the little ones. Sometimes I tried to keep warm by an occasional dram of whisky, but I find the reaction makes you feel all'the colder afterward." Here the speaker fell into a reverle. Perhaps he was thinking of the poor fellow who drove

who toils for his benefit for \$1.90 a day, and is

lucky if he tastes meat twice a week, and can

give the little ones at home warm clothes and

his car that freezing night to Hades. "Should I rather be a conductor?" he replied in response to a question. "Well, I don't know. They have a better time, perhaps, on the whole -more exercise, and it is not so cold, quite. But then it has its disadvantages. The work is not so steady. On snowy days, for instance, only half the number of cars run, and half the conductors have to lay off and lose their pay. But each car has to have two drivers, the teams being doubled, so it makes no difference to us. Then, again, a conductor seldom seems to keep his place very long. Somehow, I suppose, he can't keep his hands off the nickels, and there are so many watching him. The road employs nearly as many spotters as conductors, and if a man is not actually caught, he is suspected and dismissed. You see that little woman in the corner of the car, with the bright eyes and fur tippet? I've seen her before, and you can bet she's a spotter. Stealing? No, I don't call it stealing. Why, a conductor doesn't steal when he pockets a nickel and doesn't register it. How is it stealing? He doesn't take money from the company; the company never had it; he takes it from the passenger and just concludes he won't give that particular nickel to the receiver. There's no stealing about that. Our line has given up the bell-punch because passengers didn't take much notice whether it was rung or not. Afother reason why they dropped it was because some ingenious feller got up a method of 'beating' it, that one fare out of every twenty or so falled to register. I don't know exactly how it was done, but it was practiced very successfully for some time until the dodge was found out, and the man was prosecuted—he's in the penitentiary now, I believe. For some reason-perhaps because it's too expensive—the road doesn't prosecute a conductor when he's caught nabing a few more nickels than is strictly legit mit; they merely discharge him. A friend of mine got a place on the road not long ago and made ver \$100 out of it in two weeks, so he told me. He knew he was sure to be caught sooner or later, but he made it worth his while as long as it lasted—only turned in about half the receipts every day and pocketed the rest. At the end of two weeks he was discharged. Then he gave up carconducting, bought a new suit of clothes, and smoked Havanas. He is a smart feller and will make a politician some day. Those drivers on the Broadway busses know how to do it. When a passenger goes to pay his fare they stick their hands out through the change-hole, and often passengers will pay them instead of putting the fare in the box. That's the way they beat the box and get ahead of the company. All these things I regard as legit'mit. The companies grind us fellers down, and we have a right to try and get even any way we can. The trouble is they've got us down so fine at present that we don't have much chance to make a dividend. Sometimes a passenger is drunk or asleep, and then the conductor is apt to be forgetful, and don't register the fare. The best method they've found yet of registering fares is the iron bar which runs the whole length of the car and connects with the register at the end, and which the conductor has to turn with a wrench. People almost always notice if he fails to mark the are. On 8th avenue they use a strap instead; but the trouble about that is that once in a

dozen times by mistake to stop the car, and that costs the conductor an hour's work. "The fellows who have the soft thing are the ticket agents on the elevated roads. The place of ticket agent pays about \$2.50 a day, but a man who is up to snuff and his business can clear \$2 at least, at a good station, over and above his pay. They have half a dozen little games which bring in a pretty nice percentage. They can't very well work the company, but they work the public instead. Some sorts of iness seem to cultivate the memory, but a ticket agent's business makes him awfully absent-minded. Its wonderful how forgetful those fellows are. Hand a ticket agent a dollar and he wifl shove you out a ticket and change for a quarter. Then, if he sees you're waiting, he makes it fifty cents, and eventually, if you are patient enough, you get the whole dollar. If you give him a two it is long odds he will mistake it for a one, and you will have to mention it very emphatically to convince him. fice it very emphatically to convince him of the fact that it was a two. Frequently the passenger is in a hurry, or forgets, and the agent is just so much in. Sometimes he will make as much as \$4 at a scoop. A passenger hands him \$5, and, receiving change for \$1, walks off and

while a nervous passenger will pull on it half a

doesn't remember until he gets on board the train. If he goes back the agent languidly informs him that he must be mistaken. There is scarcely a ticket agent on the elevated roads who is not continually trying this dodge on. During commission hours particularly, when people are in a hurry, they often leave their platform of a 3d avenue car, as he wiped his the trouble to call them back; he just rakes it change at the windows. The agent never takes nose in a melancholy way with the sleeve of his in. His motto is to give back as little change ter. If I were getting up an expedition to the | not much fun sometimes. Roughs board the north pole and wanted a lot of men who could | car, and often there are regular scrimmages. Sometimes a rough will refuse to pay his fare and has to be put off. Drunken men get on the conductor to help me get them inside or bounce them off, for fear they might fall under the porter creuched down and clinched his teeth, They will shriek and tear your eyes out if you but the driver, wrapped in his ulster from top to | touch them. A respectably-dressed man got on board the other night quite intoxicated, took platform to be blackened in the morning. Then

One of Brother Gardner's Lectures.

From the Detroit Free Press. "Am Brudder Stepoff Johnson in de hall dis looked up and down the aisles.

"Yes, 'sah,"

"Den he will please step to de front." Brother Johnson appeared to labor under the impression that a medal was about to be presented to him for having the longest heels of any colored man in America, and his face wore

"Stepoff Johnson!" said Brother Gardner in of a grocery on Beaubien street de odder night to bargain fur ten bushels of 'tater's, an' I heard We are supposed to make seven trips a day at | your voice as you cam in to order fo' pounds woman was ravin' crazy wid de toofache."

"Yes, sah, dat was me." "De ole maa Climax soon drapped in. an' it wasn't five minits befo' you had a hot dispute bout de aige of de airth.

"He doan' know nuffin, sah." "You called him a fool." "An' he called me a liar."

"You said he was a bigot." "An' he said I was a humbug."

max know 'bout it?"

"I hearn it all, Brudder Johnson, and now I want to talk to you a little. In the tust place, what do you know 'bout de aige of de world?"

bout it? Nufflin'-nufflin' 't al. Dat's whar de | cheap as \$28 to \$30 each. trubble cums in. Two men will dispute harder ober what dey doan' know dan ober solemn i tacks. De worst enemy I eber had was a man plain hammered silver ball up to \$25 for a large who got mad at me bekase I wouldn't believe one of the newest fashion, which is a close iminghosts. What we doan' know we often try tation of an old-fashioned buck-horn handle or "5 Williams, J. S., Kentucky. in their lives which they can call their own, in ghosts. What we doan' know we often try tation of an old-fashioned buck-horn handle, or to make up for in argyment. What we lack in \$75 for one like this which is a close imitation of an old-fashioned buck-horn handle, or to make up for in argyment. What we lack in \$75 for one like this which is a close imitation of an old-fashioned buck-horn handle, or to make up for in argyment. What we lack in \$75 for one like this which is a close imitation of an old-fashioned buck-horn handle, or to make up for in argyment. year's end to the other. How is it possible for to make up for in argyment. What we lack in \$75 for one like this, which is as you can see, a me to thank God in my heart for the food he argyment we try to make up fur in blab. It am combination of silver, gold and copper that easier to call a man a fool dan to produce facks and figures to convince him dat he am in de wrong. It am safer to call an old man a liar dan to wink at a young man's wife. Let me say to

> "What you believe in wid all yer heart may, arter all, be wrong.

"De man who draps argyment fur epithet has "It am only de fairest minded men who admit deir ignorance of what dey doan' know. "Abuse may silence a man, but it won't confaces of his children, of the poor car-driver,

"It am only de bigot who prides himself on his cast-iron opinyuns. "It am only de fool who believes assershuns

am true bekase he asserts 'em. "Now, Brudder Johnson, you drap back to yez bench an' sot down an' stay sot, an' de nex' time you h'ar somebody boldly announce dat dis world am fifty millyon y'ar old you pick up your buckwheat flour an' waik home wid de refleckshun dat it wouldn't establish de facks in de case it you an' him war' to gouge an' bite an' kick an' claw till deir wasn't a rod of sidewalk left in Gardnerville.'

Genticmen's Fashions.

From the American Tailor. The styles that will be popular this season are again at \$1.90 a day. After that a rule was now pretty well defined. For general purposes passed that employes should not be allowed to the cutaway frock in its various forms will be sit down, lest they go to sleep and freeze to the favorite coat. It will be made to close with two, three and four buttons. The four-button will take the lead. The three-button will be extensively made for short men, and quite frequently for others, while the two-button cutaway represented on one of our last month's plates will rapidly grow in popularity. These garments, aside from the number of buttons, have the same general characteristics. They close high on the chest. The fronts are gracefully curved without the old unsightly jog at the lower button, and are well rounded from center of skirt to back. The shoulders are narrow. The sleeves smal', cut halfand-half, and put in with very little fulness, finished either to imitate cuffs or stitched around the bottom, with a small vent. The waist is short and the skirt long. The back seye will be narrow, the side seam considerably curved, and the back will be narrow at waist. The skirts are put on with sufficient fulness to give room for the hips, but are things." cut to have no drapery. They are made to fit literally like the "paper on the wall." Flaps may be put on side seams or not, according to

> The sack, single and double-breasted, straight front and cut away from lower button, will be largely made. During the tall many will be made to roll low or to close high, but for winter the short roll will prevail. They are cut short, and to define the form closely.

Dress coats and double-breasted frocks will be made with the same predominant features as the morning coat. They will be of medium length, and must fit the form. Overcoats will be made in almost every variety of shape. The fly-front sack will be the

favorite, made perfectly soft, to close high with a free roll, the silk showing to edge of lapels. The single and double-breasted surtout, very long and close-fitting, will be popular with expensive dressers of good shape. The ulster will be worn for driving and traveling extensively, while the box-coat will be made very rarely, as it looks well on no one, and at its best is a clumsy, inartistic garment. Vests will be short, will close high, and will

generally have six buttons. They are made nearly straight across the bottom. A small rolling collar is steadily gaining popularity, but the no-collar vest will continue to be mostly

Edges will be finished with binding, tubular cord, and stitching for undercoats, with now and then a raw-stitched edge on suitable goods. Overcoats are piped with cloth or velvet, bound with cloth or military braid or with tubular cord and stitching. Sometimes the seams are lapped and stitched.

Velvet collars are worn now and then both on overcoats and reefers Sleeves of overcoats are stitched with several rows, made to simulate cuffs, or stitched around the hand. The sack overcoat is made to extend to or just below the knee, and is close fitting, with a vent about one-third the length.

Altogether the styles now in vogue are in per-fect keeping with the requirements for comfort, as well as in accordance with the dictates of a high order of taste.

King and Poet.

"During this period, Homer wandered about the country, composing verses by day to recite to the shep-nerds and husbandmen by night, in return for food and shelter."—MS. attributed to Herodotus. "This battered shaft, evidently a monolith commemorating some great victory, is all that remains to attest the power and glory of the sovereign of forty millions of people. We do not even know his name."—Denton's Notes on the Cuneiform Inscriptions.

The people bowed before his throne; No eye dared look upon his face; His splendid cohorts round him shone, And satraps of a royal race.

His heart beat high; he bade them raise A mighty, monumental stone, Whereby his name and power and praise To future ages should be known. That self-same hour a poet lay

Musing beside a forest stream; Before his door at close of day He told the shepherd fol : his dream. The stone is dust; the monarch's name By men has been forgotten long; But the unconscious poet's fame Is fresh as his imn

CHARLES L. HILDRETH. First swell: By Jove, Fred, that is quite the

COSTLY CANE HEADS.

Expensive Handles for Canes and Umbrellas-Queer Canes that Some Men Carry.

A paragraph has been going the rounds of the press to the effect that a Georgia lawyer has a cane, the head of which is carved to represent the head of a duck, holding a \$650 sapphire in its bill, and with two diamonds worth \$7,100 each for its eyes. "It may be true," the affable young man having charge of the cane department in a large jewelry house said; "but the figures are pretty steep. It is not an infrequent thing for men to come in here and order canes that cost \$500 or \$600, gold heads, with jewel settings, you understand; but a \$14,750 cane is rather beyond our experience. For ordinary sale the canes we keep in stock do not run over \$120 each. We always have on hand a cord or so of canes that run from \$60 to \$120. 'Gold-headed presentation canes?' Yes, we sell a good many of them, but hardly ever to the out-or-town buyers. When a few admiring friends in the rural districts take a notion to burden some brother deacon or minister or master of a lodge with the possession of a goldheaded cane, they come to town to buy it. But our prices are too high for them. They expect to get a gold-headed cane for \$15 to \$30, and for a decent one like that, a good head on a fine malacca stick, we charge \$60. And it is only a plain design you see, the conventional thing, Gorman, Arthur P., Maryland, 823 15th street n.w. like the top of a Corinthian column with a little chasing. When we tell them the price they generally exclaim, 'Suffrin' Cæsar!' or something to that effect, and hurry out. There are downtown dealers from whom they can get what looks like the article they want, and for the price they want to pay. For \$15 to \$30 they get a big ebony stick, with a big, rolled-plate gold head that looks just as well as the one we charge £60 for. But, if the recipient ever wants to sell it for the old gold it contains, or to deposit it as collaternal with his "unc le, he will probably be surprised to find how little gold there is in it. If, however, it is only to be worn on state occasions and kept as an heirloom in the family, it will do well enough.

"Our more expensive canes are those in which artistic fancy enhances the value of the gold. SM-M Han, S. J. R., Minnesots, Ebbitt house. Here is one, a modified shepherd's crook of McPh rson, J. R., New Jersey, 827 Vermont ave. hammered and chased Roman gold, the greatest | * Mahone, William, Virginia, Arlungton hotel. hammered crutch head of blended red and yel- Miller, Warner, New York, 1301 K street n.w. designs, Indian and Persian fancies, unique, * \$ \$ 1 Morgan, J. T., Alabama, 401 G street. \$115. They are made of gold, the beauty of which is that it was put through certain chemi- Platt, O. H., Connecticut, 1625 Mass. avenue. cal treatments that brought it out looking like Plumb, P. B., Kansas.
Pugh, J. L., Alabama, 207 East Capitol street. almost anything but gold. This one, for instance, that looks like steel, is sold, and so is that one resembling a red enamel. Some of Sulsbury, Eli, Delaware, Willard's hotel. "I -I -well, sah, what does de old man Cli- but we have none so low-priced on hand now. these, light ones, were made up as cheap as \$50, Those very dainty little square crook gold-

> "From these let us pass to the silver heads. Of them we have a great variety, from \$9 for a looks like a sort of marble metal. There is a J. J. Bullock, chaplain, \$15 New York avenue. wide diversity of styles in silver heads, some of them, as you will notice, the plainest possible—a 'door-knob' or simple ball—and others full of fancy and exquisite workmanship. There is a 'B. J. Bullock, Chaplain, \$15 New 101k avenue.
>
> F. E. Shober, chief clerk, act. sec., 608 13th st. n.w.
>
> R. J. Bright, sergeant-at-arms, 203 East Capitol st.
>
> H. E. Peyton, executive clerk, Metropolitan hotel. Isaac Bassett, asst. doorkeeper, 18 2d street n.c. novel and pretty thing, a perfectly round ball of rock crystal held in place by silver clasps, that we sell for \$25. A man came in here the other day offering for sale a couple of canes that he had made, I believe. They were composed of * Keifer, J. W., Speaker, Ohio, Ebbitt house. small, thin pieces of agate, cornelian, and other stones, in alternate layers, set on a steel rod and highly polished. I should think there were 200 they could be gotten up for the money, but we Barbour, J. S., Virginia, 144 B st. n.e.

"The materials we generally employ for the sticks are malacca, bamboo, and ebony. There are some very handsome and costly canes made in Mexico from some animal substances, clarified as the Mexican saddle seats sometimes are. B rry, Campbell P., 217 41/2 st. n.w. and inlaid with silver. Gen. Jack Casement used to have one that he refused \$150 for. Then fine canes are occasionally turned out of what Bi-bee, H., jr., Florida, 504 13th st.n.w. fact, gentlemen bring all sorts of sticks to have fancy heads put on them. Whatever the stick may be, its value is nothing compared with the Bland, R. P., Missouri, Metropolitan hotel.

* Bland, R. P., Missouri, Metropolitan hotel.

* Blount, J. H., Georgia, Metropolitan hotel. head we put on it in most cases of that sort. Dia- Bowman, S. Z., Massachusetts. monds, sapphires, and other precious stones Brigg, E. S., Wisconsin, are very often set in them to order. Of course Brewer, J. Hart, New Jersey, Willard's hotel. are very often set in them to order. Of course we keep no such jeweled heads in stock.

"We don't have so much call for fancy carved vory and solid imitation silver heads, monkeys' and dogs' heads, and birds and such things, as Buck, J. R., Connecticut, Arlington hotel. we used to do. People seem to go in now for Buckner, A. H., Missouri. rare and fine sticks, lasting and reliable ones. and the cane dealer who wants to keep up with the times must have an almost infinite variety of sticks from all parts of the globe. I've seen one, a plain rough stick, without a ferrule, and only a bent crook at the top, that was said to have been worth \$17,000 when it came into the Campbell, J. M., Pennsylvania, 612 14th st. n.w. country. It was hollow, and had diamonds packed in it. That was several years ago. I guess the custom house chaps have dropped on that dodge. Anyway, I never hear of its being played now. I have seen a German cane with a fute in it, and another that would hold a good drink of schnapps, and one that was a pipe when you took off the ferrule and a cap on the head; but all those things were mere eccentricities. We are never called on to make such

Working Men and War.

From the Fortnightly Review. The causes of war changes from age to age. In earlier times nearly every great war had its origin in religious differences. That cause has now almost wholly passed away. But many of our modern conflicts have been inspired by . Cuitoertson, D. B., 18Aux. much meaner and less worthy motives. The great wars of the last hundred years may nearly all be ranged under two or three heads. They have been dynastic; they have been promoted to serve the ambition of sovereigns and privileged orders; or, worse still, they have been prompted by the greed of traders and commercial speculators. Dynastic, like religious, wars will speedily disappear; aristocracies and oligarchies will be less potent in the future: and Mammom.

"The least erected spirit that fell from Heaven," wide as his empire is, and many as are his devotees, does not yet, and I trust never will, reckon among his worshipers the working men of Britain. Whatever their faults and failings and they have both in abundance-the democthe no-collar vest will continue to be mostly made.

Pantaloons small to tight, no spring, finished with a small well-tubular cord or brild is continued to be mostly mercenary considerations. They may fight for territorial an idea, but they will not fight for territorial with a small well-tubular cord or brild is continued to be mostly may finished the continue to be mostly may finished the continue to be mostly may fight for the definition of the continue to be mostly made.

Farwell, C. B., Illinois, Arlington hotel.

*§ Farwell, S. S., Iowa, 621 Est. n.w.

Fisher, H. G., Pennsylvania, Metropolitan is made and the continue to be mostly made.

Figure 1. C. S. Fisher, H. G., Pennsylvania, Metropolitan is made and the continue to be mostly made. aggrandizement or commercial advantages.
These causes of war, therefore, are likely to alformer, W. H., Alabama, 1116 G st. n.w. together cease to operate with constantly di- Frost, Robert G., Missouri. minishing power in the future. How few of the popular wars within the period mentioned have met with the approval of posterity! John Stuart Mill long ago remarked "that the time had come when the democracy of one country would oin bands with the democracy of another rather than back their own ruling authorities in putting it down." A war like the invasion of France to suppress the first French republic would be now an impossibility. The democracy would take their stand by the side of Fox and Grey rather than by the side of Pitt and Burke. That perhaps is not saying much for democracy, since the very generation that commenced the war, and with whom it was popular, saw on reflection that they had committed a blunder and

Stopping Steam Engines by Electricity.

From the St. James Gazette Among the various uses to which electricity may be put there is one of a very simple and practical nature, which promises to effect a great saving of property and life if brought into general operation. The inventor of this new contrivance is Mr. Tate. But, to speak correctly, it is rather an application of existing electric power than a new discovery. Simply, the contrivance is an arrangement for the immediate stoppage of a steam engine, by merely pressing a button similar to those by which electric bells or fire alarms are sounded. This button may be placed at any distance from the engine upon which it acts; and Mr. Tate proposes that a number of such buttons should be lispersed throughout the factory or elsewhere where the apparatus is in use. In factories accidents occur almost daily through the impos-sibility of stopping machinery on the instant. Such accidents will, it seems, be readily avoided by this method of instantaneously stopping the engine from any part of the building in which it works. The principle of the contrivance depends on the action of an electro-magnet upon he stop-valve of the engine.

"Why do wemen so often wander aimlessly in the murky solitudes of the dead past, brooding over days forever gone?" asks a correspondent, and we give it up, unless it be that she hopes by ransacking the dead past to find that in the wardrobe of the aforesaid dead past she may find something to work up into a rag carpet.—Laramic Boomerang. Latham, L.C., North L.
Leedom, J. P., Ohio.
LeFevre, Benj., Ohio, Wormley's hotel.
LeWis, J. H., Illinois,623 12th st. n.w.
Lindsey, S. D., Maine, National hotel.
Lord, H. W., Michigan, National hotel.
Lord, H. W., Michigan, National hotel.
Lohn R., Mississippi, 1419 Pier

Their Places of Residence Here. THE SENATE. Alphabetical list of Senators, with their restdences in Washington.

other ladies with them. David Davis, President pro tem., Ill., National Aldrich, N. W., Rhode Island, Arlington hotel. Anthony, H. B., R. I., 1807 H street n.w. Anthony, H. B., R. I., 1807 H street n.w.
Barrow, Pope, Georgia 1400 L street n.w.

§ § Bayard, Thos. F., Del., 1413 Massachusetts ave.
§ § Beck, J. B., Kentucky, 1413 K street n.w.

Blair, H. W., N. Hampshire, 201 East Capitol st.
§ Brown, Joseph E., Ga., Metropolitan hotel.

Butler, M. C., South Carolina, 514 13th st., n.w.

Call, Wilkinson, Florida, National hotel.
§ Camden, J. N., West Virginia, Arlington hotel.
Cameron, Angus, Wisconsin, 5 B street n.w.
§ Cameron, J. D., Pennsylvania, Scott Circle.
Chilcott, George M., Colorado, 635 East Capitol st.
Cockrell, F. M., Missour!, 1322 G street n.w.
Coke . Richard, Texas, Wetropolitan hotel. oke . Richard, Texas, Metropolitan hotel. Conger, Omar D., Michigan, 1321 M street n.w. * § Davis, H. G., West Virginia, Arlington hotel. Dawes, H. L., Mass., 1632 Rhode Island ave. n.w. Edmunds, G. F., Vt., 1411 Massachusetts ave .n.w. Fair, James G., Nevada. * Farley, James T., California. rry, T. W., Michigan, National hotel. ye, W. P., Maine, 922 14th street n.w.

Garland, A. H., Arkansas, 519 2d street n.w.

avenue s.e.

George, James Z., Mississippi, 138 Pennsylvania

Groome, J. B., Maryland, Willard's hotel. Grover, L. F., Oregon, 1310 Connecticut ave. n.w. Hale, Eugene, Maine, 1501 H street n.w. Hampton, Wade, South Carolina. Hatris, I. G., Tennessee, 515 11th street n.w. Harrison, Benjamin, Indiana, 1013 15th st.n.w. H wley, Joseph R., Connecticut, 312 C street n.w. § § Hill, N. P., Colorado, 1507 K street n.w. * Hoar, G. F., Massachusetts, 1825 K street n.w. Ingalls, J. J., Kansas, 211 North Capitol street. ckson, Howell E., Tennessee, 1016 Vermont ave. hnston, J. W., Virginia, 606 13th street n.w. Jonas, B. F., Louisiana, Portland Flats. Jones, C. W., Fiorida, 1705 G street n.w.

111 Jones, J.P., Nevada, N.J. avenue and B st.s.e.

Kellogg, W. P., Louisiana, Willard's hotel. Lamar, L. Q. C., Mississippi, 207 N. J. avenue n.w. pham, E. G., New York, 203 East Capitol street. Logan, John A., Illinois, 812 12th street n.w. \$ McDill, J. W., Iowa, 814 12th street n.w.

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> > Caswell, L. B., Wisconsin, 608 14th st. n.w.
> > Chace, Jonathan, Rhode Island, 1213 N st. n.w.
> > Chapman, A. G., Maryland, National hotel.
> > Clardy, M. L., Missouri, 211, North Castal at

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Cobb, T. R., Indiana, 1103 G st. n.w.
Colerick, W. G., Indiana.
Converse, G. L., Ohio, Arlington hotel.
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Cox, W. R., North Carolini, Riggs annex.

* Crapo, W. W., Massachu etts.

Cravens, J. E., Arkansas, 407 G st. n.w. * I Crowley, Richard, New York, 1206 18th st. n. * § | Curtin, A. G., Pennsylvania. Curts, M. E., Iowa. * Darrell, C. B., Louisiana.

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Davis, George R., Illinois, 1304 F st. n.w.

* Davis, Lowndes H., Missouri, 1342 New York ave.

* Dawes, R. R., Ohio, 621 13th st. n.w.

* i eering, N. C., Iowa, Riggs house.

* § De Motte, M. L., Indiana.

* § Deuster, Peter V., Wisconsin, 1213 K st. n.w.

* Dezendorf, J. F., Virginia, Congressional hotel.

Dibrell, G. Taynessey, Metropolitan hotel. * Dezendorf, J. F., Virginia, Congressional hotel.
Dibrell, G. C., Tennesser, Metropolitan hotel.

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* Dunn, Poindexter, Arkansas, 909 New York ave.

* 5 Dunnell, M. H., Minnesota, National hotel.

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Godshalk, W., Pennsylvania, 1822 G st. n.w. Greut, W. W., Vermont.
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§ Hall, Joshua G., New Hampshire.

§ § Hammond, John, New York, 1529 I st. n.w.
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Sil Willits, Edwin, Michigan, 50 B st. n.e.

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